

Subpart 32.59—Minimum Longitudinal Strength and Plating Thickness Requirements for Unclassed Tank Vessels That Carry Certain Oil Cargoes—TB/ALL

§ 32.59-1 Minimum section modulus and plating thickness requirements—TB/ALL.

(a) As used in this section, *Rule* means the current Rules of the American Bureau of Shipping or other recognized classification society, as appropriate for the vessel's present service and regardless of the year the vessel was constructed.

(b) The requirements of this section apply to all in-service, unclassified tank vessels certificated to carry a pollution category I oil cargo listed in 46 CFR Table 30.25-1.

(c) For all vessels except those limited on their Certificate of Inspection to river routes only, the minimum midship section modulus must be—

(1) At least 90 percent of that required by Rule; or

(2) Where there is no specific Rule requirement, at least 100 percent of that which is necessary to meet the bending moment developed under a full load condition in still water, using a permissible bending stress of 12.74 kN/cm² (1.30 t/cm², 8.25 Ltf/in²).

(d) Within the 40-percent midship length, the average flange and web thicknesses of each longitudinal stiffener must be as follows:

(1) For deck and bottom stiffeners: at least 85 percent of Rule thickness, unless a buckling analysis demonstrates that lesser thicknesses can be safely tolerated. However, the average thickness must never be less than 80 percent of Rule thickness; and

(2) For side stiffeners: at least 75 percent of Rule thickness.

(e) Within the 40-percent midship length, the average thickness for longitudinal strength plating must be at least as follows:

(1) Weather deck: 75 percent of Rule thickness;

(2) Hatch: 70 percent of Rule thickness;

(3) Trunk: 75 percent of Rule thickness;

(4) Sheer strake: 75 percent of Rule thickness;

(5) Outer sideshell: 75 percent of Rule thickness;

(6) Inner sideshell: 75 percent of Rule thickness;

(7) Outer bottom: 75 percent of Rule thickness;

(8) Inner bottom: 70 percent of Rule thickness;

(9) Keel: 75 percent of Rule thickness;

(10) Bulkheads: 75 percent of Rule thickness.

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Subpart 32.60—Hull Requirements for Tank Vessels Constructed On or After July 1, 1951

NOTE: Requirements for double hull construction for vessels carrying oil, as defined in 33 CFR 157.03, in bulk as cargo are found in 33 CFR 157.10d.

§ 32.60-1 Scantlings, material, and workmanship—TB/ALL.

(a) All tank vessels, the construction or conversion of which is started on or after July 1, 1951, shall conform to the requirements in this subpart in construction of hulls. The hull and deckhouses shall be of steel or iron construction except that the pilothouse and decks over quarters may be constructed of wood. Scantlings, material, and workmanship, subdivision of cargo spaces, fitting of cofferdams, and testing of tanks shall be at least equivalent to the requirements of the American Bureau of Shipping or other recognized classification society.

(b) See subpart 32.57 for structural fire protection requirements for tank vessels constructed for on or after January 1, 1963.

§ 32.60-5 Subdivision of cargo space—TB/ALL.

The cargo space shall be divided into tight compartments as necessary to avoid excessive stresses and to provide stability.

§ 32.60-10 Segregation of cargo; Grade A, B, C, or D—TB/ALL.

(a) *General.* The galleys, living quarters, navigation spaces, general cargo spaces, boiler rooms, and enclosed spaces where sources of vapor ignition